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[a809]

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Hongkong, 24th July, 1908. [a598]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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Hongkong, 19th July, 1909.

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The Daily Press.

HONGKONG, AUGUST 4TH 1909.

It was always hoped that one of the most important results of the introduction of railways into China would be an improvement in the means of levying the *likin* dues upon merchandise in transit through the Chinese Empire; but from the facts to which attention has been called in more directions than one there appears reason to fear that these hopes will be disappointed. In one way or another the *likin* farmers find means of obtaining taxes out of goods which are taken by rail, and they spare no pains either to divert goods from the new channels of communication, or at all events to come down upon the owners for what they claim as their dues. Attention was prominently called to this matter in connection with the Shanghai-Nanking Railway, and there can be little doubt that this is a typical illustration of what is likely to take place in other directions, unless the Central Government can come to some reasonable understanding with the Provincial Authorities upon the subject. If there is no early prospect of the total abolition of *likin* as promised in the Mackay Treaty, it is to be hoped that something may be done in this direction, otherwise the interests of all railway enterprises in China must be severely menaced, and, not only so, the country will really be the loser of a large portion of the revenue which ought in reality to come to it, but is now lost among a host of almost irresponsible underlings.

A system of transit dues, if properly conducted, is not in itself open to objection, and it may indeed form a perfectly legitimate and valuable source of revenue. From its nature, however, such a form of taxation is open to serious abuse unless it is carefully supervised by those in authority, and kept strictly under their control. Unfortunately in China, precisely the opposite principle is adopted; and the system of farming such taxes which is resorted to opens the door to a variety of abuses, which need not necessarily attach to the levy of transit dues, if only they are under proper control. It has always been so fully recognised that transit dues should form part of the Provincial revenues that it must be a difficult thing for the Central Authorities at Peking to interfere in such a matter. The answer of any Provincial Authority whose revenue may be in this way threatened is naturally that if he is interfered with in collecting his own taxes he cannot be expected to preserve order in his district—and this is an argument which will always have very great weight with the Peking officials, who are most anxious to throw upon the Provincial Authorities the responsibility of maintaining the peace and quiet of the Provinces immediately under their control.

It cannot, therefore, be ignored that even to reform the *likin* system—not to mention its total abolition—a system which is of immemorial standing in China, is no easy task—and certainly before railways were introduced it seemed to most people who had occasion to give any attention to the subject, an impossible one. At the same time it cannot be overlooked that, at least for some time after the conclusion of the Treaty of Tientsin (which provided that Transit Dues on foreign imports should be commuted for in full by a payment of half the tariff import dues), the *likin* dues were to this extent done away with. Later, no doubt, means were found by Chinese ingenuity of practically re-imposing them, and very much less advantage was gained by the arrangement for commutation than had been expected. But what was *bona fide* done for at least a short time is sufficient to show that, even under the old conditions—that is, before railways were thought of in China—the Central Authorities were strong enough to control the Provincial officials in this matter, if only the Peking officials chose to exert their power. This fact certainly encourages the idea that if the matter were seriously taken in hand by the Central Government a means of adjusting it to the satisfaction both of the Capital and of the Provinces could be arrived at. What would seem to be wanted, if abolition is impossible, is that the whole *likin* system should be placed under direct Central control, and that an arrangement should be made as to the proportion of the dues which should go to the Central and the Provincial Governments respectively. Such a scheme would not be beyond the powers of the Chinese, if once it were taken seriously in hand, and the change in the means of inter-communication now being effected by means of railways would greatly facilitate a task which might well seem almost impossible under the old and primitive means of transit and might more speedily effect the very desirable change promised in the Mackay Treaty.

The German Mail of the 1st July was delivered in London on the 31st July.

Mr. J. S. Dobie, the agent in Hongkong of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 17th July, 1909, amounted to 28,266.02 tons and the sales during the period to 29,013.63 tons.

The return of visitors to the City Hall Library and Museum for the week ending the 1st August, 1909, shows that of non-Chinese there were 433 to the Library and 241 to the Museum, and of Chinese 247 to the former and 2543 to the latter. The Library was, therefore, used by 680 persons and the Museum by 2,789.

The Japanese Government, regarding Hongkong as a most important point in view of its geographical position with regard to South China, and in consideration of the trade between Japan and China and also of Japan's diplomatic relations with other countries, proposes, says the *Japan Chronicle*, to raise the Japanese Consulate at Hongkong to the rank of a Consulate-General. It is believed that the proposal will be put in operation next year.

Two natives were charged before Mr. J. R. Wood at the Magistracy yesterday with the larceny of \$52 from a money-changer at No. 4, Des Voeur Road West. While one man kept guard in the street, the two defendants entered the shop, one wished to be shown some towels, and while the shopkeeper was taking them out of a safe the other man appropriated the money. The shopkeeper observed him, however, and handed both defendants over to the police, the man outside making his escape. His Worship sentenced each of the defendants to six months' hard labour.

A native was charged before Mr. F. A. Hazeland at the Magistracy yesterday with causing an obstruction. He erected his fruit stall in the centre of a Yau-mat street and declined to remove it until he was taken in charge by the police. His Worship imposed a fine of \$10.

Three natives were charged before Mr. F. A. Hazeland at the Magistracy yesterday with the larceny of four cases of Benares opium valued at \$4,000, the property of Messrs. Jardine, Matheson and Co., from the s.s. *Kai Sang*. Another man was placed in the dock on a charge of receiving. The hearing of the case was adjourned.

The following are some of the pieces which the Band of the Buffs will play at the Concert to-night:—
Grand March "Rienzi"..... Wagner
Overture "Masaniello"..... Auber
Selection "A Waltz Dream"..... Struss
Pavane Solo "Isotta"..... Donizetti
Gavotte "Symphony Chimes"..... Howells
Soleil "A Faust"..... Gounod
Basse Quatre to from "S. Abt Major"..... Rossini
Valse "Songed Autoums"..... Joyce
Skit h "A Hunting Scene"..... Bacalossi

Dr. Wilbur Chapman, Mr. C. F. Alexander and other evangelists had been expected in Hongkong in November and a Committee had been formed to make arrangements. It now appears that they are due to arrive at the end of August. Their prolonged itinerary renders it impracticable for them to give more than two or three days to Hongkong. In view of the hot season and the shortness of time the Hongkong Committee has reluctantly abandoned the attempt to arrange for local meetings.

SUPREME COURT.

Tuesday, 3rd August.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

A COMPRADE'S LIABILITIES.

In the action in which S. J. David and Company were appellants and Chan Ut Chin was respondent, Counsel, at the request of the Court, attended for the purpose of discussing certain points on which their Lordships wished to hear further argument.

Mr. McNeil, from Shanghai, instructed by Mr. Gedge, of Messrs. Johnson, Stokes and Master, appeared for the appellants, and Mr. Slade and Mr. Alabaster, instructed by Messrs. Ewens & Harston, appeared for the respondent. Mr. Slade pointed out that the net result of such mortgage was that a sum of money was owed to the mortgagee, but it was not owed to the mortgagee by or from anybody. There was no personal liability at all under the deed. It was quite correct to speak of the money as owing, but it was not owing from anybody. What was owed was owed on the security of the land. It might be said there was a debt owing to the mortgagee, but it was not owing by anybody. It was merely a security on the land. Mr. McNeil said that with great respect he flatly contradicted the assertion that there was no liability on anything or anybody except on the property. Such assertion was begging the question. The whole point was that the executors incurred no personal liability.

The matter was argued at considerable length and the Court was adjourned *sine die*.

DRAGON OR SNAKE?

A Chinese wearing a long silk robe was charged before Mr. J. R. Wood at the Magistracy yesterday with larceny, and with returning from banishment. According to the story told the Court the defendant met a Chinese girl in a restaurant at Shek-tong-tai on Monday night, nearly suffocated her with cigarette fumes, accompanied her to her place of abode and there removed a pair of gold bangles from her wrists and substituted a pair of brass bangles. When she again became *compos mentis* she discovered the trick, but found that her companion had departed. Four days later she saw him in front of her residence, and brought about his arrest. The defendant denied the charge of larceny, but Detective Watt produced the banishment book and proved that the defendant had returned to the Colony before his term of banishment was concluded. Amongst other marks by which the detective recognised the defendant was a snake tattooed on his left forearm. Defendant, however, asserted that he had nothing but a dragon on the arm mentioned, and challenged the detective to say whether it was a male or a female dragon. Further, he stated that the man who was previously banished was his twin brother, who bore a marked resemblance to himself. His Worship held the charge proved on the evidence and sentenced the defendant to one year's imprisonment with hard labour and four hours' stocks.

SAD DROWNING FATALITY.

EUR PEAN DROWNED.

A bathing party promoted by a number of warders of Victoria Jail was brought to a sad termination on Monday by the drowning of one of the party. A launch carried the holiday-makers to Gin Drinkers Bay, and it was in that vicinity that the tragedy occurred. Warder P. Cooke took a header off the launch and failed to come to the surface. After being beneath water for more than the customary time his comrades began to fear that all was not well, and a few of the stronger swimmers continued to dive for him for some time, but without success. It was a very sorry party that returned to Hongkong late that evening, and reported to the police that they had been unable to recover the body of their comrade.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Oregan-Charmant, East-Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

TELEGRAMS.

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THE OSAKA CONFLAGRATION.

Tokyo, August 3rd.

Conservative estimates place the damage caused by the great fire at Osaka at yen 25,000,000, and the insurance losses at yen 6,000,000, which are borne by five companies.

Thousands of refugees are encamped in the parks and on the banks of the rivers.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE TSAR IN ENGLAND.

London, August 3rd.

The Tsar and Tsarina have arrived at Coves on board the Imperial yacht "Standart," escorted by British and Russian warships. Their Majesties King Edward and Queen Alexandra cordially greeted the royal visitors.

KING AND TSAR ON THE BRITISH NAVY.

LATER.

At the Banquet held on the Royal Yacht the King and Tsar exchanged toasts in the most cordial terms.

King Edward said he was glad the Tsar had had the opportunity of seeing perhaps the most powerful and largest fleet that had ever assembled, and trusted that the Tsar would never regard these ships as symbols of war.

H. M. the Tsar, replying to the toast, said he was deeply impressed by the grand sight of the Home and Atlantic Squadrons of the British Navy, which bore full testimony to England's greatness.

POLITICAL CANARDS DENIED.

London, August 3rd.

The British Foreign Office has issued a most emphatic denial of the Vienna story published in a Berlin paper implying that the meeting between King Edward and the Emperor Franz Josef at Ischl in 1908 was unfriendly, owing to King Edward having raised the questions of naval armaments and the Bosnia-Herzegovina dispute.

The Foreign Office communique further declares that the meeting served to accentuate the long standing friendly relations of the two Sovereigns, who parted on the most affectionate terms.

AIRSHIPS IN WARFARE.

London, August 3rd.

The Rt. Hon. Mr. Haldane, in introducing a supplementary estimate of £78,000 for aeronautics, said that Messrs. Vickers and Sons were building a rigid airship at least the size of the Zeppelin airship, capable of carrying twenty men, to be ready in the Spring. A non-rigid airship is building at Aldershot, and two foreign dirigibles and two aeroplanes have been ordered.

A SUICID L REBELLION.

Mr. Douglas Young, British Vice-Consul, in his annual report on German East Africa, gives a terrible picture of the Herero and Hottentot rebellion which broke out in July, 1905, and lasted through 1906. Mr. Young estimates that the total death roll for the whole campaign cannot have fallen short of 120,000 men, women and children, and may have amounted to considerably more. During the year ended March 3, 1907, alone, 75,000 men, women, and children fell victims to war, pestilence, and famine. On the German side, eleven Europeans and 80 native soldiers lost their lives.

Dealing with the effects of the war, Mr. Young says: "The war, in itself sufficiently destructive, brought famine and pestilence in its train. The neglected soil yielded no crops; the famished natives fell an easy prey to disease; and in many districts a terrible mortality amongst the children ensued. In fact, the affected districts presented in the early months of 1907 an unspeakable and pitiful picture, in which only one consolation feature, and that a poor one, was to be found. From all reports it appears that the ravages of the war, and still more those of its terrible concomitants, so impressed the native population that the remembrance of them is likely to restrain, at any rate, the present generation from renewing hostilities with the protecting power."

CANTON.

[FROM OUR CORRESPONDENT.]

August 2nd.

MURDER OF TAOTAI LAU-SZE KI.
The murderers of Taotai Lau Sze Ki are still at large, and His Excellency Acting Viceroy Wu has received instructions from Peking to dismiss the police officer who was directed to trace and arrest the culprits. He was allowed a month's wherewithal to run the perpetrators of the crime to earth, but, failing to do this, the period was extended to two months. Up to the present he has not succeeded in arresting the murderers and the authorities have given him another fifteen days in which to do it.

ELECTRIC LIGHT COMPANY.
The chief directors have reported to H.E. the Acting Viceroy that they have decided to call the company "The Electric Power Company, Limited," and request His Excellency to authorise the seal of the Company.

FU-MUN LIGHT UNSATISFACTORY.
Complaints have been made to the Commissioner of Customs concerning the unsatisfactory state of the light at Fu-mun (Boca Tigris Fort). A few nights ago it was so dim as to be scarcely visible. This being a serious matter the Commissioner of Customs has sent the four men who are in charge of the light to the Pan Yu Magistrate to be tried and duly punished.

HOUSE COLLAPSE AT SAI-KWAN.
Two houses in Wai Fung Lane, Sai-Kwan, have collapsed. Only one person was seriously injured. The doctors of the Fong Pin Hospital, and the Red Cross Society arrived on the scene and rendered what assistance was necessary. The cause of the collapse is not known, but the building was probably weakened by the recent strong winds and the rain-storms.

IMPERSONATING THE POLICE.
Recently, certain persons have been impersonating the police, and in that guise have been extorting money from ignorant householders. The Chief Superintendent of Police has ordered his subordinates to keep a sharp lookout for the offenders and have them arrested without fail.

CONDITION OF CHINESE IN AMERICA.
His Excellency the Acting Viceroy has received the following letter from His Excellency Wu Tingfang, Chinese Minister to Washington, with regard to the condition of the Chinese in America:—"On my arrival in this country last year, I entered into negotiations with the Government of the United States with a view to obtain permission for Chinese to immigrate into America. Negotiations are now completed, and the American Government has also agreed to forego the Boxer indemnity. I am pleased to state that the condition of our countrymen in the United States is much improved. Unfortunately, the same cannot be said of South America. The Governments of the South American Republics are constantly at strife and the officials of such countries are often in disagreement. In these countries our countrymen are ill-treated, and we are powerless to protest, as China has no treaties with these Governments. In Peru, recently, some forty Chinese houses were destroyed by ignorant ruffians, and we have demanded an indemnity from the Peruvian Government for this. The Waiwupu has ordered me to make a visit to these countries and to enter into treaties with them. This I shall soon do, and it is my hope that our countrymen will be hereafter better treated."

REVOLUTIONARY OFFICERS.
Two military officers, Lai Ngok and Yeung Tak Pui, have been convicted of being identified with anti-dynastic propaganda. They were caught distributing revolutionary tracts and pamphlets to the soldiers under their command, persuading them to join the Revolutionary Party. They have both been sentenced to five years' imprisonment.

THE ITALIAN CONVENT.

We are informed by the Superiores of the Italian Convent in Caine Road that on Saturday afternoon the Convent was greatly honoured by two distinguished visits. Before his departure for Shanghai H. E. Viceroy Chang Jen Chun, sent his Secretary, Taotai Hsueh Yung Nien, with a letter from His Excellency to the Superiores regretting his inability to visit the Convent for want of time. His Excellency enclosed the very generous donation of \$300, which was gratefully accepted. Taotai Hsueh Yung Nien was shown over the whole Convent building and expressed himself as greatly interested in the hundreds of Chinese children who are brought up and educated in the Convent.

Later in the afternoon H. E. General Sir Joachim Machado, K.C.M.G., with Capt. Cinatti and Norton and Mr. and Mrs. Leiria, also honoured the Convent with a visit. The Portuguese visitors spent the greater part of the afternoon in going over every department of the Convent.

The Superiores desires also to gratefully acknowledge the beneficence of the visitors in their liberal donations to the funds for the maintenance of the poor orphan-children.

LATEST STEAMER MOVEMENTS

The J.C.-J. Lin str. *Tilapia* left Macassar for this port on the 31st ultimo, and may be expected here on or about the 8th inst. p.m.

The C.P.R. str. *Empress of Japan* arrived Shanghai at 11 p.m. on the 1st inst., and left again at 8 p.m. Monday for Hongkong, and is due to arrive at 8 a.m. on the 5th inst.

The N.D.L. str. *Borneo* left Sandakan on the 2nd inst. afternoon, and may be expected here on the 7th inst.

The S.N.K. str. *Empress of China*, which left Hongkong on the 3rd inst., and Yokohama on the 13th inst., arrived in New York on the 31st inst., thus making a transit of 28 days from Hongkong and 18 days from Yokohama.

The I.G.M. str. *Kleist*, which left here on the 29th ult. at 6 a.m., arrived at Singapore on the 2nd inst. at 11 a.m.

THE GOLD MINES OF THE PHILIPPINE ISLANDS.

[BY AN OCCASIONAL CONTRIBUTOR.]

Much has been said in recent years of the gold mining prospects of the Philippine Islands, and it is firmly believed by experts that in the not far distant future the Island of Luzon will be a very formidable rival to the Witwatersrand of South Africa. Whether this will be so or not, of course, time only can tell; but there is no doubt that gold in very large quantities does exist all over the immense group of islands now administered by the Washington Government.

During the days of the old Spanish régime placer mining to a small extent was carried on by the natives of the Benguet District of Luzon, and it was stated by early travellers in these regions that much gold was used, principally as ornaments by the Igorrotes and others who inhabited these, at that time, almost unreachably provinces.

Not only was this so with regard to Luzon, but in the southern islands, such as Masbate, and Mindanao. Much placer gold in the river beds was discovered and worked by the natives, to such an extent that gold mining experts came to the conclusion that gold in large quantities must exist in the various mountains of the island, in the shape of quartz deposits, and would if properly worked reap a rich harvest for the fortunate people who invested their money in these enterprises.

Many companies of late have consequently been formed with the intention of exploiting the gold fields, and the measure of success obtained even in these early days promises well for the future. The Benguet district of Luzon is perhaps the richest of these districts, and the various companies at present working this district are the Headwaters Mine, The Benguet Consolidated, The Buia Mine, The Antimok Valley Mine, and last, but not the least, the celebrated Shamrock Mine.

In Masbate gold dredging by an Australian Syndicate has resulted in a return of 50 per cent. on the capital invested, and in the Camarines there are a few quartz mines now being developed by private enterprise.

It is, however, principally to the Benguet Province of Luzon that mining experts are turning their most serious attention. The first company floated was called the Benguet Consolidated, but more usually known as Clark's Mine, after the original promoter, a very well known merchant of Manila. This mine is capitalised at \$1,000,000, and has a 10 stamp mill working day and night, and is now extracting by "free milling" and the cyanide process about 15,000 pounds per month.

The Buia Gold Mine, another very well known mine, and a quarter of a mile from Clark's Mine, is also now on the high road to success. It is capitalised at Pesos 300,000 only, and has a six stamp mill working night and day, and is returning a clear profit over all expenses every month of Pesos 2,500.

The Headwaters Mine and the Antimok Valley Mine are both situated in the same region, and bid fair to be successful in the future.

The latest development is the Shamrock Mine, a very rich mine in the Lintang district of Benguet, and somewhat away of access. This mine, situated at the south end of the rich gold belt of the Antimok Valley, has the great advantage of being only four miles from the proposed railway from Dagupan to Tanguig, a large provincial town. There is also a road now being built by the Provincial Government from the main road to the cañon at the foot of the hills in the district that this mine is in, which will of necessity cheapen the cost of production.

The Shamrock Mine, originally discovered by an ex-Volunteer of the First American Army in Manila, consists of an area of several thousand acres of quartz land, and has a small river flowing through it called the Taboy. There are at present nine claims, viz. The Never Swear, The Lucky Bill, The Poor Man, Tiger, Colorado, Kentucky, Idaho, Iowa and the St. Lawrence.

All these claims have been in the course of development for the past six years, and a very large amount of tunnelling and blocking out the quartz has been done.

Three large quartz veins running through the Colorado and the Lucky Bill claims average 4 feet 5 inches in width, carrying gold assaying Pz. 37 per ton.

As these veins appear to be concentrating, mining experts who have examined them think that in all probability the veins will all join into what is known as the mother lode, thus greatly minimising the expenditure and largely increasing the profits.

The Shamrock Mine is capitalised under the laws of the American and Philippine Islands Governments at Pesos 500,000, and is expected to be able to pay good dividends within a year's time. In all about 30 assays of quartz taken by disinterested parties from various parts of the mine have been made by the officials of the Government Laboratory at Manila, the result being that an average of Pesos 50 to the ton has been found. It is a well known saying that the East is changing rapidly, but perhaps the greatest change of all will be seen in the next few years, when the increasing output of gold from the Philippine Islands will alter the whole political and commercial situation of the Far East.

It is also said that all gold miners are sanguine men, but the shrewd level-headed man at the head of these Luzon Mines, for the most part the leading business men, both British and American, of Manila, are scarcely the type of men to put good money into mining so persistently unless the prospects of a good return can be shown.

It will indeed be interesting to watch in the next few years the development and the results of these enterprises, and to watch the effect upon the whole of the Far Eastern situation.

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from Skin Irritation.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

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"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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Hongkong, 16th October, 1907.

AUCTION

E. R.
PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On MONDAY AND TUESDAY, the 9th and 10th August, 1909, at 10 A.M., each day, at H.M. NAVAL ESTABLISHMENTS, SUNDY OLD AND SUNDY NEW, NAVAL AND VICTUALLING STORES, comprising—
OLD AND SUNDY NAVAL STORES—CHAINS, WOOD BLOCKS, HOSES, TOOLS, OLD IRON AND METAL, OLD MACHINERY, ELECTRIC CABLE AND GEAR, MATS AND MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c., &c.
OLD AND SUNDY VICTUALLING STORES—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c., &c.
Catalogues will be issued.
TERMS OF SALE:—As Customary.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 24th July, 1909.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital £500,000
Subscribed Capital £375,000
Paid-up Capital £125,000 0 0
II. Fire Funds £324,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 21st July, 1909.

APENTA

NATURAL APERIENT WATER.

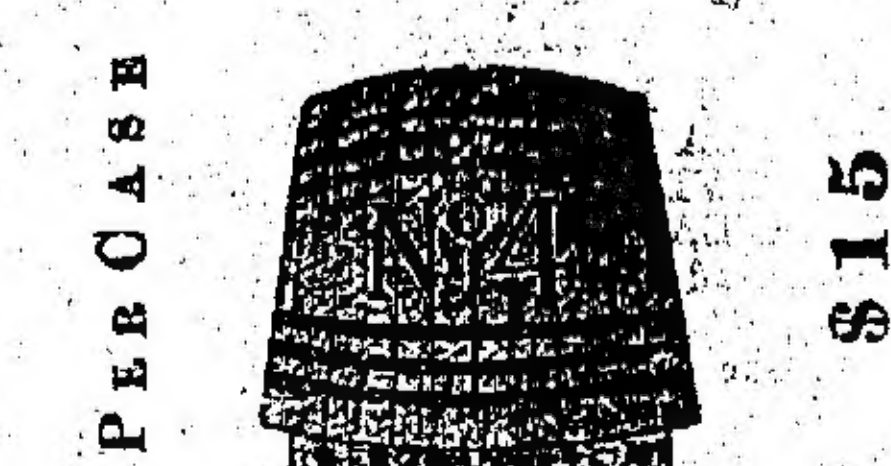
Bottled at the Springs, Budapest, Hungary.
For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL,
St. Louis, 1904.

DOSE:—A Wineglassful in the morning before Breakfast.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY

HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

COMPANY REPORT.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

The fourteenth annual report of the directors to the 31st December, 1908, says:—

The balance of Profit and Loss account, inclusive of £648 10s. 10d. brought forward from previous year, shows a credit of £1,802 16s. 9d. The directors recommend that this amount be allocated as follows: To write the balance (£2400) off "Purchase of Trading Rights," to pay a dividend of 15 per cent. for the year, free of income tax, absorbing £720 15s., and to carry forward £682 1s. 9d. to the next account; the sum carried forward includes provision for payment on June 1st, 1909, of the sum of £500 off the debenture, in terms of the Bond.

The agreement with Bell's Asbestos Company, Limited, having expired on December 31st, 1908, a new agreement has been entered into. Mr. H. R. Preston retires by rotation, and, being eligible, offers himself for re-election.

Messrs. Cooper, Scott & Clarke, the Company's auditors, also retire, and offer themselves for re-appointment.

By order of the Board,
G. LENNOX, Secretary.

25th June, 1909.

PROFIT AND LOSS ACCOUNT.	
Dr.	£ s. d.
To trade expenses	44 10 2
To London office expenses	220 1 0
To director's fees	250 0 0
To auditor's fee	15 15 0
To debenture interest	54 18 0
To income tax	85 16 0
To advertisements	25 0 0
To depreciation on furniture	0 16 0
	697 16 9
To balance, net profit	1,154 5 11
	£1,852 2 8

BALANCE SHEET.	
Dr.	£ s. d.
To authorized capital	8,604 shares of 12/6 £ 10 0
	5,377 10 0
To subscribed capital:—7,688 shares, £ 12/6 each, fully paid	4,805 0 0
To sundry creditors:—London and Branches	1,795 15 0
To debenture bond	1,000 0 0
To reserve	1,500 0 0
To undivided dividends	252 8 0
To contingent liability for goods on consignment, per contra	£731 13 0
To Profit and Loss account, Balance from £ s. d. last account	2,069 5 10
Less amount written off purchase of trading rights £500 0 0	
Dividends 1908	720 15 0
Reserve account	200 0 0
	1,420 15 0
Add profit for the year 1908	1,154 5 11
	£1,155 19 9

LIABILITIES.	
Dr.	£ s. d.
To cash at bank and in hand:—At London and branches	727 17 3
By remittance in transit	700 0 0
By Bell's Asbestos Company, Limited—deposit account	250 0 0
By London assets:—Sundry debtors	326 19 7
Office furniture	7 6 0
	334 5 7
By Hongkong agency assets:—Furniture	£ 22 8 9
Steam launch	352 2 0
Sundry debtors	309 1 3
Stock	2,133 16 11
	2,817 8 11
By Singapore agency assets:—Furniture	£ 10 0 0
Sundry debtors	1,870 1 3
Stock	2,745 6 4
Stock on consignment	711 12 5
	5,335 9 8
By goods in transit	480 8 0
By Consignment sales	110 10 4
By Purchase of trading rights	£ 3,000 0 0
Loss written off	2,600 0 0
	401 0 0
By Goods on consignment, per contra	731 13 0
	£1,155 19 9

Note.—Exchange is taken at—
Hongkong at 1s. 8 1/2d. per dollar
Singapore at 2s. 4d. per dollar

ASSETS.

By cash at bank and in hand:—At London and branches

By remittance in transit

By Bell's Asbestos Company, Limited—deposit account

By London assets:—Sundry debtors

Office furniture

By Hongkong agency assets:—Furniture

Steam launch

Sundry debtors

Stock

By Singapore agency assets:—Furniture

Sundry debtors

Stock

Stock on consignment

By goods in transit

By Consignment sales

By Purchase of trading rights

Loss written off

By Goods on consignment, per contra

THE OSAKA SHOSHEN KAISHA.

At the half-yearly general meeting of shareholders of the above Company, held at Osaka on the 22nd ult., Mr. Nakahashi, the President, in submitting the Directors' report, referred to the affairs of the Japan-China Steamship Company, in which the O. S. K. is largely interested, and stated that as a result of negotiations with the Department of Communications it was hoped that a more satisfactory arrangement between the Department and the Company would be arrived at, so that the latter's business would not be so unfavourable in the future. With regard to the Kaisha's new American service, Mr. Nakahashi said that full cargoes were forthcoming for the outward journey. As to the return trips matters were not satisfactory, as some cargo was being sent via Suez on account of the American railway freight difficulty, but it was not probable that such a roundabout way would continue to be preferred to the nearer route. Out of the six steamers to be used on the American route, four could be paid for out of the reserve fund. Two of these had already been taken delivery of, the third would be received during the end of this year, and the fourth in March next. With regard to the fifth and sixth, the provision of the necessary funds was being considered and it was expected that the Directors would be able to lay a proposal before the shareholders at the next general meeting. A dividend of 6 per cent. was adopted.

GERMAN SEA POWER AND FISCAL REFORM.

BY ARCHIBALD R. COLQUHOUN.

One frequently hears the statement that the German Government is finding a great difficulty in raising the money for its naval programmes and that taxation in Germany has already reached the limit. The impression conveyed is that the Emperor finds himself in the position of a Chancellor of the Exchequer who cannot get his Budget passed, and who must consequently cut down the items until they meet the views of the taxpayer. No analogy with our own system, however, gives a correct idea of the situation, for the simple reason that the German Empire and the British Empire are organised on absolutely different lines.

By the Federal Constitution of Germany the different States retain the right to impose direct taxation within their own borders, and over the moneys thus obtained their State Governments have the control. The indirect taxation (gathered through Customs duties, port dues, Excise duties on sugar, salt, beer, and spirits, stamp duties, a tax on tobacco, and the profits on the Imperial railway, postal, and telegraphic services) constitutes the Imperial revenue and is devoted to those services which are under the direct control of the Imperial Government. Even this revenue is not unrestricted. The Customs duties and Excise beyond a fixed sum are appropriated by the States in proportion to population. Should there be a deficit when the Imperial Chancellor frames his Budget and estimates the revenue available this must be made up by what are known as "matricular contributions" from the States.

The Customs and Excise duties provide the Empire with its most reliable source of income, and the revenue from this source has been increased rapidly, being now six times what it was thirty years ago. Bismarck initiated Protection very largely with the view of providing an Imperial revenue without direct taxation, being strongly convinced that "Whoever wishes to make the electors discontented with the Government will seek to maintain direct taxation." What was the result? The revenue contained within the Empire's borders has been increased by "indirect taxes." The revenue from Customs duties and Excise was over forty six millions sterling in 1905.

IMPERIAL DEFICITS.

Despite the increase there has been a growing gap between Imperial revenue and expenditure. In 1905 the deficit was over seven millions sterling, and in the financial year 1908-9 it rose to thirteen millions, while the present year shows a deficit of twenty-five millions. The question as to how this deficit is to be met has been agitating Germany during the present year, and the States are considerably alarmed at the amount of the contribution which they may be called upon to make, while at the same time, as upholders of the Federal principle, they are not prepared to see the Imperial Government imposing direct taxation for its own purposes. Meanwhile the emergency has been temporarily met by transferring large items of expenditure from ordinary to extraordinary estimates and covering them by loans. Much of the expenditure on harbour, docks, and canals has been in this way, and as many of these undertakings are actually productive it cannot be said that the system is altogether unworkable. This is even more obvious with regard to the debts of the States themselves, incurred for such development works as railways, canals, mining, and forestry, and secured on assets which have a definite and increasing commercial value. The difference between the British and the German State is that, whereas the former owns no property, and merely administers money raised by taxation, so that the debts it incurs are not covered by commercial assets, the German State is the owner of large business enterprises, the controller of industrial concerns, and (in the case of the Federal States) is also a landowner on a large scale. Over fifty millions sterling was earned in 1906 by commercial undertakings (seven-tenths from railways) of the Empire and the States. Nevertheless, the rapid growth of Germany's Imperial Debt—from 204 millions sterling in 1885 to 212 millions sterling in 1908—gives cause for alarm to German economists, and it is generally admitted that the method of finance is unsound. The Imperial credit, however, is not at all shaken by the growing debt on the succeeding deficits, for the States are sureties, and in spite of considerable liabilities of their own, they have more than ample assets. The Imperial Treasury does not, under the present system, reap the full benefit of the increasing riches of the country, but is obliged to sue the States for help, and in default of an immediate response must have recourse to borrowing and to juggling with the Budget. The proposals for increasing the Imperial revenue which were announced on November 3, 1908, were a partial supply of the manufacturers and sale of spirits, an increase of Excise duties, an imposition of death duties, and taxes on gas, electricity, and newspaper advertisements and posters. The discussion of these proposals has been agitating Germany for the last half year, but the decision is now postponed. So far Prince Bulow has not succeeded in his endeavours to so group the parties as to obtain the necessary sanction, but although everyone would prefer to see the Imperial Treasury filled without the necessity of borrowing, it is not probable that there is no general attempt to denounce the Government for extravagance. The question is on whose shoulders the burden is to fall. Nor does the temporary difficulty stop the progress of the Imperial naval programme, since that has been sanctioned already by the Reichstag and extends for a period of ten years ahead.

TAXATION.

Estimates of the taxation per head of the population for purposes of comparison are usually misleading unless accompanied by a careful calculation of the cost of living and of the benefits conferred by the State upon the citizen. The German workman may pay so much to the State, but the State gives him back again a definite percentage in a large number of ways. It is impossible here to follow up this question in any detail, but we can, in broad outline, trace the growth of German prosperity and note its relation to the heavy expenditure of the Imperial Government.

THE GROWTH OF PROSPERITY.

Half a century ago, when Great Britain was undisputed mistress of the commercial world and knew no rival, Germany was a poor agricultural country divided into a number of petty States continually bickering with each other. Great Britain was not only "the workshop of the world," but she did the world's carrying trade, she was the banker, the financier, the engineer, and the colonist of the world. "England is a world in itself," wrote List, the great German economist, "a world which is superior to the whole of the rest of the world in strength and riches." This was the conviction also of British economists like Cobden, who in their belief in the unassailable economic position of their country proclaimed the doctrine of Free Trade, which they believed, would ultimately be accepted by all the world.

Bismarck never concealed his opinion that Free Trade in England was an excellent doctrine—for Germany—and he met it by the introduction of Protection in his own country. "England has by it the fairest of all countries," he said, "the fairest of the strongest nation, and England has become the strongest nation owing to her capital, her iron, her coal, and her harbours." England herself is slowly returning to Protection, and in some years she will take it up in order to save herself at least the home market." (May 2, 1879.) Meanwhile Germany was "bleeding to death" owing to insufficient Protection. It must not be supposed that the adoption of protective tariffs in Germany was due to any doctrinaire theories or in deference to any principles of political economy. On the contrary, the doctrine of Protection was opposed to it, and Bismarck himself declared that in such cases he viewed scientific theories with the same doubt with which he regarded the theories applied to organisms other than the State. "I base my opinion on the practical experience of the time in which we are living. A German economist (Professor Bismarck) has summed the matter up in a similar analogy by saying: "Protection and Free Trade, rightly considered, are not questions of principle but only remedies of political and economic therapeutics which, according to the state of the patient, have to be prescribed sometimes in big and sometimes in small doses." We are accustomed to regard Germany as the land of theory and Germans as idealists above everything, but while England, both in her State policy and her fiscal system, has for a long while been ruled by the doctrine of Protection, Germany has developed on practical and matter of fact lines.

A LIFE INSURANCE FRAUD.

Another case of fraud in connection with life insurance was brought to light at the Mixed Court, Shanghai, last week, when three Chinese were charged with having obtained the sum of Tls. 2,500 by means of fraud from the China Mutual Life Insurance Company. The case was heard before Magistrate Wong and Mr. Fletcher, British Assessor.

Mr. L. E. P. Jones, who appeared for the China Mutual Life Insurance Company, stated that in August of last year application was made to the China Mutual Life Insurance Company by an insurance broker named Woo Yeh-wei for a policy of insurance upon the life of one Tsao Ching-foo, a tea merchant, whose address was given as Shanghai. The necessary formalities were complied with and the policy issued. The first premium was paid by the broker Woo, who received the usual broker's commission. On June 2, 1909, the Company was notified that the insured had died of dysentery and an application was made for payment of the sum of Tls. 2,500, the amount of the policy to the widow of the insured. The usual investigation was made, and the papers which were sent in appearing to be in order the money was paid. In the meantime a notice had been sent to the insured by one of the Company's employees who was not aware that the policy had been paid, reminding the insured that the second premium would be due shortly and requesting him to make arrangement for the payment of same. In reply to this notice a letter was received stating that the insured had suffered a great loss in business and that he was unable to make the payment. Upon the receipt of this letter inquiries were made with the result that the fraud was detected. The insured had not died and the first premium was not paid by him but by the broker. The latter was arrested and also a man who was alleged to have written certain forged letters which led to the claim being paid. The third man before the Court was the person who had guaranteed the claim when it was sent in to the insurance company. In the house of the broker the sum of \$1,400 was discovered.

The three prisoners were given one month in which to refund to the China Mutual Life Insurance Company the difference between the \$1,400 recovered and Tls. 2,500 paid, and they were ordered to come up for sentence at the end of that time. The \$1,400 was handed over to a representative of the insurance company.

APIOLINE

(CHAPOTEAUT)



LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal. CHAPOTEAUT, 8, rue Vivienne, Paris. Sold by all Chemists.

122-3

THE NEW FRENCH REMEDY.

THERAPION

This successful popular remedy, used in continental hospitals by Huxley, Huxley, Joubert, V. d. d. and others, surpasses every other remedy.

THERAPION No. 1 is a remarkably short time, after a few days only, restores all discharges, suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2 for blood poison, bad legs, spots, blotches, eczema, pain and swelling of joints, secondary syphilis, ulcerations, gonorrhoea, rheumatism, &c. It purifies the whole system through the blood, and thoroughly eliminates the noxious matter from the body.

THERAPION No. 3 for all cases of skin disease, used up to the present time from disfigurement, worry, overwork, excess, &c. It possesses a refining power, restores the complexion to its natural beauty, and cures all skin diseases of long standing, hot, unhealthy climates, &c. It is the only remedy of its kind.

THERAPION is obtained of all Chemists, Druggists, and Dispensaries. Price in England 2/6. The above Trade Mark is a fac-simile of the word "THERAPION" with a crown above it. Government Stamp affixed to every genuine package.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1908. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 21st January, 1909.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Aug. will be subject to reat.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Aug., at 9.30 A.M.

All Claims must reach us before the 8th Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
General Agents,
Hongkong, 28th July, 1909.

S.S. "TONKIN"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Bordeaux, S.A., "Ville de Cite" and "P. Leroy Lallier" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optical Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after MONDAY, the 9th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent,
Hongkong, 2nd August, 1909.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I.A.B.C. and Engineering Code Used.
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 342 "

DOCK No. 1.

Extreme Length... 523 feet
Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 371 feet
Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 55 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA

SHIPPING.

ARRIVALS.

BUMBU MARU, Japanese str., 1958, Masumoto, 3rd August—Mojji 27th July, Coal—Mitsui Bussan Kaisha.

CHIPSING, British str., 3rd Aug.—Canton.

CHOYANG, British str., 3rd Aug.—Canton.

FOOCHOW, British str., 1228, Vincent, 2nd August—Cebu and Hilo 29th July, General—Butterfield & Swire.

HAKUM, British str., 636, J. W. Evans, 3rd August—Swatow 2nd August, General—Douglas, Lapraik & Co.

KAIKAI, British str., 1143, R. Lewis, 3rd August—Nanchang and Chefoo 27th July, Beans and General—Butterfield & Swire.

LOONGHONG, British str., 1093, M. Picknell, 3rd August—Manila 31st July, General—Jardine, Matheson & Co.

MIHARA, Japanese str., 959, J. Peterson, 3rd August—Hollow 2nd August, General—Jardine, Matheson & Co.

NIKISO MARU, Japanese str., 3439, M. Yagi, 2nd August—Melbourne 7th July, General—Nippon Yusen Kaisha.

SANUKI MARU, Japanese str., 3789, K. Homma, 3rd August—Yokohama 19th July, General—Nippon Yusen Kaisha.

SOROGON, American str., 821, J. M. Garte, 3rd August—Hilo 29th July, Sugar—Jorge & Co.

TAIKOAN MARU, Japanese str., 2201, Fukui, 3rd August—Kailua 28th July, Coal—Mitsui Bussan Kaisha.

YAWATA MARU, Japanese str., 3816, Sakino, 3rd August—Yokohama 24th July, General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

3rd August.

Anson, British str., for Saigon.

Juden, Danish str., for Shanghai.

J. Diederichsen, Ger. str., for Hilo.

Sagami Maru, Jap. str., for Singapore.

Sagami, German str., for Seattle.

Victoria, Swedish str., for Haiphong.

DEPARTURES.

3rd August.

CAIROHON, French str., for Europe, &c.

FUKU MARU, Jap. str., for Saigon.

FUKU MARU, Jap. str., for Saigon.

HAICHING, British str., for Swatow.

HONGWAI, British str., for Amoy.

KAIKONG, British str., for Cebu.

KWANGSE, British str., for Swatow.

KWANGTAN, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. *Kudong* reports: Strong S.W. monsoon.

The British str. *Foochow* reports: Experienced fine weather throughout.

The British str. *Loonghong* reports: Mod. S.W. monsoon, light sea and rainy weather.

The British str. *Yokohama* reports: Weather fine with steady W.S.W. breeze, moderate sea.

VESSELS IN DOCK.

August 3rd.

ABERDEEN DOCK.—

Kowloon Dock.—*Forester*, H.M.S. *Janus*, *Manila*, H.M.S. *Tamar*, *Kensington*.

COSMOPOLITAN DOCK.—

TAIKOO DOCK.—*Hongkong*, *Kailua*.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 7th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "JANITA," 11,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OCEANA" due in London on the 19th September, 1909.

Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th July, 1909. [1]

"GLEN" LINE OF STEAMERS.

FOR LIVERPOOL AND ANTWERP.

THE Steamship

"GLENESK,"

Captain Rafferty, will be despatched as above on SATURDAY, the 7th August, 1909.

For Freight or passage apply to

MCGREGOR BROS. & GOW.

Hongkong, 26th July, 1909. [1006]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE,"

will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight or Passage, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 24th July, 1909. [915]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI,"

Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 15th July, 1909. [966]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 7th inst. at Noon.
LONDON & ANTWERP	CAEMARTHENSHIRE	Brit. str.	—	Daniel	JARDINE, MATHESON & Co., LD.	About 25th inst.
LIVERPOOL & ANTWERP	GLENESK	Brit. str.	—	Rafferty	MCGREGOR BROS. & GOW	On 7th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 18th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	ARABIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERIKA LINIE	About mid. of Sept.
HAVRE, BREMEN & HAMBURG &c.	ANDALUSIA	Ger. str.	k. w.	Block	HAMBURG-AMERIKA LINIE	On 1st Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SPERZA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 14th Sept.
MARSEILLES, HAVRE & HAMBURG &c.	SLAVONIA	Ger. str.	k. w.	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 18th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Ger. str.	—	Girard	MESSEGERIES MARITIMES	About 11th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	BENNET SIMONS	Fr. str.	—	A. K. H.	NIPPON YUSEN KAISHA	On 17th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	Ingram	JARDINE, MATHESON & Co., LD.	On 18th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CAEMARTHENSHIRE	Brit. str.	—	Babel	HAMBURG-AMERIKA LINIE	About 25th inst.
MARSEILLES, HAVRE & HAMBURG &c.	SAKONIA	Ger. str.	k. w.	A. E. Mosses	NIPPON YUSEN KAISHA	About 25th inst.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	MISHIMA MARU	Jap. str.	—	F. v. Binzer	MELCHERS & Co.	On 30th inst. at Noon.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	AMERICA MARU	Jap. str.	—	Radonich	SANDER, WIELER & Co.	On 11th inst. at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	PRINZ LUDWIG	Ger. str.	—	W. G. Williams	JARDINE, MATHESON & Co., LD.	About 25th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	SILESIA	Ger. str.	—	J. Boyd	DOUGLAS, LAPRAIK & Co.	On 14th inst. at 6 P.M.
NEW YORK VIA SUEZ CANAL	INDRAWADI	Brit. str.	—	M. Hagino	OSAKA SHOSSEN KAISHA	On 18th Sept. at Noon.
BOSTON & NEW YORK	WELSH PRINCE	Brit. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 14th Sept. at 4 P.M.
BOSTON & NEW YORK	LENNOX	Brit. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 6th inst. at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	G. W. B. Bly	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
VANCOUVER, R.C. TACOMA & SEATTLE VIA JAPAN	ATYMERIC	Brit. str.	1 m.	Wm. Wells	NIPPON YUSEN KAISHA	On 14th inst. at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	Saver	JARDINE, MATHESON & Co., LD.	On 10th inst. at 4 P.M.
TACOMA VIA KEELUNG, SHANGHAI & JAPAN	SHATLE MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst. at 3 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	KAGA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	SHIMAZU MARU	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	F. D. Welsh	JARDINE, MATHESON & Co., LD.	On 7th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	COLENZ	Ger. str.	—	W. Mooney	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 12th inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	LENNOX	Brit. str.	—	Kende	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.
Kobe & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Froesch	JARDINE, MATHESON & Co., LD.	About 11th inst.
Kobe & YOKOHAMA	CHUNSHAN	Brit. str.	—	P. A. H.	MELCHERS & Co.	To-morrow, at 4 P.M.
Kobe & YOKOHAMA	CHUNSHAN	Brit. str.	—	Sandbach	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
Kobe & YOKOHAMA	YATHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., LD.	On 6th inst. at Noon.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	H. Powell	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	A. E. Sandbach	BUTTERFIELD & SWIRE	On 8th inst. at D'light.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	A. Stewart	JARDINE, MATHESON & Co., LD.	On 8th inst. at Noon.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	Y. Fueno	OSAKA SHOSSEN KAISHA	On 12th inst. at 10 A.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	H. Kon	NIPPON YUSEN KAISHA	On 18th inst.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	Girard	HAMBURG-AMERIKA LINIE	On 18th inst.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	About 13th inst.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 15th inst. at D'light
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	X.	MESSEGERIES MARITIMES	On 16th inst. P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	Wagner	HAMBURG-AMERIKA LINIE	On 17th inst.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	P. J. van Emmerick	JARDINE, MATHESON & Co., LD.	On 24th inst. at Noon.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	K. Fuji	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	T. Kaboraki	OSAKA SHOSSEN KAISHA	On 6th inst. at 10 A.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	J. W. Evans	OSAKA SHOSSEN KAISHA	On 8th inst. at 10 A.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	J. B. Roach	DOUGLAS, LAPRAIK & Co.	To-day, at 2 P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	Hodges	DOUGLAS, LAPRAIK & Co.	On 6th inst. at 2 P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	A. W. Outbridge	BUTTERFIELD & SWIRE	On 10th inst. at 2 P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., LD.	To-day, at 3 P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	R. W. Almond	JARDINE, MATHESON & Co., LD.	On 6th inst. at 4 P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 7th inst. at Noon.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 18th inst. at 4 P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	E. Redger	JARDINE, MATHESON & Co., LD.	On 14th inst. at Noon.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	E. Sembill	MELCHERS & Co.	Beginning of August.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	E. Smith	NIPPON YUSEN KAISHA	On 9th inst.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	Bekko	JARDINE, MATHESON & Co., LD.	On 11th inst. at Noon.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	E. J. Bull	JARDINE, MATHESON & Co., LD.	On 7th inst. at 3 P.M.
Kobe & YOKOHAMA	CHINESE	Brit. str.	1 m.	Zwart	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG" Capt. F. V. BINZER	Wed. day, 11th Aug. at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"BUELOW" Capt. F. PROSCH	About Wed. day, 11th August.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ" Capt. H. RAEGENER	Friday, 13th Aug. at 10 A.M.
KUDAT & SANDAKAN	"BOERNE" Capt. F. SEMBIL	Beginning of August.

For further particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 30th July, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
"ATYMERIC"	4,363	J. Boyd	On 26th August.
"SUVERIC"	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

Hongkong, 20th July, 1909. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN" Capt. X.	On 16th Aug. P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 17th Aug. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 30th Aug. P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 31st Aug. 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

Hongkong, 4th August, 1909. Queen's Building. [2]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAYING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF JAPAN" Sat., 14th Aug. "EMPERESS OF CHINA" Sat., 4th Sept. "MONTEAGLE" Saturday, 18th Sept. "EMPERESS OF INDIA" Sat., 25th Sept. "EMPERESS OF JAPAN" Sat., 16th Oct.

From Quebec. "EMPERESS OF BRITAIN" Fri., 10th Sept. "ALLAN LINER" Friday, 1st Oct. "EMPERESS OF IRELAND" Fri., 22nd Oct. "ALLAN LINER" Friday, 12th Nov.

"Empress" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 and 1st Class Railway " " £43 " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fadder Street and Praya, opposite Blake Pier.

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NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also VENICE and TRIESTE, all MEDITERRANEAN, ADRICATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Bekko, will be despatched as above on WEDNESDAY, the 12th inst. at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 2nd August, 1909. [4]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA,"

Captain Radonich, will be despatched as above on or about the 25th August.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Princes Buildings.

Hongkong, 30th July, 1909. [3]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARMARTHENSHIRE,"

Captain Ingram, will be despatched as above about 25th inst.

For Freight apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd August, 1909. [1031]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain Ingram, will be despatched as above on or about the 25th inst.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewards are carried. Fare to London, £35.

For Further Particulars, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd August, 1909. [1032]

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